the Plan scheme subject to the following conditions:—

(i) The scheme covers departmental sub offices to be set up in project areas, new industrial estates/ townships/sattelite colonies developed in the periphery of cities/urban agglomerations and other similar developments which have come up in new areas in pursuance of the plan activities of State and Central Government departments and agencies. In other words, the concept of Postal sector plan to be larged to cover the postal infrastructure required for the overall National Plan.

(ii) The proposed sub office should have a minimum anticipated workload of 5 hours per day.

(iii) While departmental sub offices are expected to be financially self-supporting, in rural areas a loss up to Rs. 2400/- per annum is allowed (Rs. 4800/- in hilly/ backward/ tribal areas).

Departmental sub post offices (Non Plan)

Post offices in urban areas are opened subject to the following conditions:—

(i) Initially the post offices should be self-supporting but at the time of the first annual review it should show a 5 per cent profit to be eligible for further retention.

(ii) The minimum distance between two post offices is now raised to 1-5 kms in cities with a population of 20 lakhs and above and 2 kms in other urban areas.

(iii) No extra departmental post offices will be opened in future in urban areas.

Open House Sessions of DTC

500. SHRI MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the number of visitors to the Open House sessions of DTC South Region has gone down over the years;

(b) if so, the details thereof and the reasons therefor;

(c) whether it is a fact that most of the demands, requests and suggestions made by the visitors therein are turned down by the DTC authorities on one pretext or the other;

(d) if so, the reasons therefor; and

(e) what steps Government propose to take in the matter?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Does not arise in view of (a) above.

(c) to (e) Most of the demands like diversion of routes, curtailments, ensuring punctuality of services, complaint against the crew and other suggestions for the improvement in the functioning of DTC are met to the extent possible. Demands involving introduction of new routes and addition of buses on the existing routes are unable to be met because of fleet constraints.

Operation Efficiency in Different Regions of D.T.C.

501. MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of operational efficiency of different regions of DTC since 1988 till date, yearwise and regionwise;

(b) the action taken against the officials of those regions which registered shortfall in operational efficiency during the above period;

(c) whether it is a fact that Regional Managers and Regional General Managers of DTC have not been transferred since long;

(d) if so, the reasons therefor; and

(e) what steps Government propose to take revamp the DTC?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF SURFACE TRANSPORT (SHRI